APPENDIX 1: PLANNING AREA DETAIL

The draft Appendix contains details of the proposed concepts applicable to each of the Plan's twelve subareas, or Planning Areas, within the planned urban area north of Palm Avenue.

The purpose of the draft Planning Area Detail Appendix is to explain the proposed protection of natural resources, planned land uses, public areas ("public realm"), urban design requirements, and minimum development capacities of the twelve subareas.

The draft Appendix presents working ideas to create walkable, transit friendly, mixed use neighborhoods and workplaces based on the environmental characteristics of the Valley.

It should be noted that the Planning Area Detail Appendix has not been updated to reflect several of the plan refinements that were made to the CVP to incorporate the entitled backbone infrastructure north of Bailey Avenue. However, it still provides a useful illustrative approach to the development of each Planning Area.

The draft Appendix is available at the city's website.

PLACEHOLDER

APPENDIX 2: TRANSPORTATION DEMAND MANAGEMENT MEASURES

The following Transportation Demand Management (TDM) Measures should be used to promote transit use and pedestrian activity and should be incorporated into all new development within the Coyote Valley Plan:

Residential Measures

Site Design Measures

- Construct transit amenities such as bus turnouts/bus bulbs, benches, shelters, etc.
- Provide direct, safe, attractive pedestrian access from project land uses to transit stops and adjacent development.
- Provide bicycle lanes, sidewalks and/or paths, connecting project residences to adjacent schools, parks, the nearest transit stop and nearby commercial areas.
- Provide secure and conveniently placed bicycle parking and storage facilities at parks and other facilities.
- Provide neighborhood-serving shops and services within or adjacent to residential project.
- Provide a satellite telecommute center within or near the development.
- Incorporate commercial services onsite or in proximity to residential areas (e.g. day-care, drycleaners, fitness centers, financial services, grocery stores and/or restaurant).

Operational Measures

- Provide transit information kiosks;
- Provide shuttle access to regional rail stations (e.g. Caltrain, ACE, BART);
- Provide or contract for on-site or nearby child care services;
- Offer transit use incentive programs to residents, such as distribution of passes and/or subsidized transit passes for a local transit system (e.g. providing VTA EcoPass system or equivalent broad spectrum transit passes to all residents).

Commercial, Mixed Use and Industrial Measures

Site Design Measures

- Incorporate physical improvements, such as sidewalk improvements, landscaping and bicycle parking that act as incentives for pedestrian and bicycle modes of travel.
- Provide secure and conveniently located bicycle parking and storage for employees and visitors;
- Provide bicycle and pedestrian connections from the site to the bikeway, pedestrian and trail system.
- Provide park-and-ride lots at the Caltrain station.
- Place assigned car pool and van pool parking spaces at the most desirable on-site locations;
- Provide bike storage lockers and convenient and safe bike parking at the Caltrain station.
- Provide showers and lockers for employees walking or bicycling to work.
- Incorporate commercial services onsite or in proximity to industrial areas (e.g. day-care, drycleaners, fitness centers, financial services, grocery stores and/or restaurants).

Operational Measures

- Provide an on-site TDM coordinator;
- Provide transit information kiosks;
- Make transportation available during the day and guaranteed ride home programs for emergency use by employees who commute on alternate transportation. (This service may be provided by access to company vehicles for private errands during the workday and/or combined with contractual or pre-paid use of taxicabs, shuttles, or other privately provided transportation.);
- Provide vans for van pools;
- Implementation of a carpool/vanpool program (e.g., carpool ridematching for employees, assistance with vanpool formation, provision of vanpool vehicles, and car-sharing);
- Provide shuttle access to regional rail stations (e.g. Caltrain, ACE, BART);
- Provide or contract for on-site or nearby child care services;
- Offer transit use incentive programs to employees, such as on site distribution of passes and/or subsidized transit passes for a local transit system (e.g. providing VTA EcoPass system or equivalent broad spectrum transit passes to all on-site employees);
- Implementation of parking cash out program for employees (non-driving employees receive transportation allowance equivalent to the value of subsidized parking);
- Encourage use of telecommuting and flexible work schedules;
- Require that deliveries on-site take place during non-peak travel periods.

APPENDIX 3: AFFORDABLE APARTMENT FINANCIAL GAP ANALYSIS

Economic & Planning Systems, Inc. (EPS) was asked by the City of San José to compare the expected development costs for affordable housing units in Coyote Valley to the values that can be achieved for those units to determine the financing gap(s) that can be expected to result. This analysis may be used to inform policy discussions regarding the mix of incomes in Coyote Valley's affordable housing and the appropriate financial burden or responsibility of developers or other entities.

Basic Assumptions

To estimate the development costs for affordable rental units, EPS began by making the following broad assumptions:

1. The affordable rental units would be built by nonprofit developers whose cost structure may not be the same as a for-profit developer.
2. The affordable rental units would be provided in three-story buildings with surface parking or four-story buildings with podium parking.
3. The average rental unit would be two bedrooms and 911 square feet, and the cost and value calculations for this type of unit would be adequately representative of the average financial gap for all affordable rental units.
4. Between the three-story and four-story options, the direct costs of construction would vary only according to the type of parking provided (surface vs. podium) and the efficiency of the building (net leasable area to gross building size), as both building heights would be expected to be woodframe construction.
5. The indirect costs of development for both three-and four-story buildings would be the same percentage of direct costs, but would vary on a per-unit basis as a result of the different parking costs and efficiency ratios.
6. Land for affordable housing is assumed to be dedicated at no cost to nonprofit housing developers.

Methodology

Development Funding

The development funding of affordable rental units are based on the total mortgage loan proceeds that can be supported by the annual net operating income stream. EPS has estimated the supportable mortgages of two-bedroom rental units at 60, 50, and 30 percent of Median Family Income (MFI) for a three-person household. Consistent with City policy and competitive requirements for affordable housing subsidies, EPS assumed that 30 percent of total income could be used for housing costs, including an allowance for utilities estimated at $66 per month according to the Santa Clara County's "Schedule of Allowances for Tenant-Purchased Utilities and Other Services." To calculate the Net Operating Income for each unit, EPS then estimated the vacancy rate, the costs of operating expenses for the property managers/owners, and an appropriate capital reserve amount. For these assumptions, EPS received input from nonprofit housing providers represented on the Coyote Valley Affordable Housing Focus Group. To convert the Net Operating Income to a supportable mortgage loan, key variables included a 1.15 debt coverage ratio, 30-year repayment period and 5.45 percent interest rate, as prescribed by the California Housing Finance Agency for tax-exempt financing. Neither rents nor operating expenses are assumed to escalate in this calculation. These cost and revenue estimates and analyses are shown in Table 1.

Development Costs

EPS and a construction cost estimator (Lee Saylor Associates) had estimated the development costs for three- and four-story multifamily units in summer 2004, and EPS had updated those cost estimates to reflect documented cost increases through 2005. Rather than simply using those cost estimates, however, EPS sought additional input from a variety of knowledgeable entities represented on the CVP Affordable Housing Focus Group. Several nonprofit housing developers reviewed EPS's assumptions and provided pro formas from their own most recent comparable development projects, as well as input from their own construction contractors.[1] In addition, the City of San José provided detailed cost information from nine affordable housing projects in which the City is currently participating financially. From these inputs, EPS was able to identify the range and average of various cost inputs and unit sizes and, with input from Focus Group members, select cost estimates believed to be representative for Coyote Valley. These cost estimates and analyses are incorporated into the financial gap analyses shown on Tables 2 and 3.

[1] Since confidentiality of information has been guaranteed, none of the sources can be disclosed.

Financial Gap Findings

Financial Gaps Without Outside Funding

Comparing the development costs per unit (excluding land) to the achievable mortgage loan for these units, EPS has estimated the financial gap that must be filled to enable development of rental housing affordable at various income levels. Table 2 shows the financial gap calculations for the three-story buildings with surface parking. Table 3 shows the same information for the four-story buildings with podium parking. The results are summarized as shown at right.

Greater subsidies are required for four-story apartments with podium parking because of the much higher cost of podium parking compared to surface parking, and the lower building efficiency ratio.

Income Level	Financial Gap per 2-BR Unit without Outside Subsidy	
	3-Story with Surface Parking	4-Story with Podium Parking
30% of MFI	$236,120	$298,082
50% of MFI	$167,808	$229,770
60% of MFI	$133,652	$195,614

Financial Gaps With Outside Funding Sources

The financial gap calculations above were determined *without* inclusion of potential revenues from different funding sources such as tax exempt bonds, Low Income Housing Tax Credits, redevelopment set-asides, etc. While such sources could substantially reduce the financing gaps, there has not yet been a policy position stated about the use or availability of such funding sources to support affordable housing in Coyote Valley. BRIDGE Housing, a nonprofit affordable housing builder represented on the Focus Group, prepared an analysis of the value of affordable housing tax credits as applied to prototypical development in Coyote Valley (see Table 4). Table 5 recalculates the financial gaps for affordable units assuming that the construction costs of each unit are reduced by the values of the four-percent and nine-percent tax credits. Comparing these financial gap figures to those with no outside funding sources, it is clear that tax credits or other funding sources can have a highly positive effect on the feasibility of affordable housing development, and are particularly critical to subsidize units for the lowest income households. It is also clear that, even with tax credits, land dedication alone will not fully subsidize the construction of affordable rental units in Coyote Valley.

APPENDIX 3, TABLE 1: AFFORDABLE UNIT MORTGAGE ASSUMPTIONS AND CALCULATIONS

Item	60% of MFI	50% of MFI	30% of MFI
MFI (2005 Est. by HUD for 3-person HH)	$95,500	$95,500	$95,500
MFI Category	60.0%	50.0%	30.0%
Income Limit	$57,300	$47,750	$28,650
Affordable Rent Limits/Year (30% of income limit)	$17,190	$14,325	$8,595
Less Utility Costs/Year[1]	$792	$792	$792
Less Vacancy Losses/Year	5%	5%	5%
Less Operating Expenses/Year	$4,500	$4,500	$4,500
Less Capital Reserves ($/Unit/Year)	$300	$300	$300
Annual Net Operating Income	$10,778	$8,056	$2,613
Debt Coverage Ratio Required[2]	1.15	1.15	1.15
Income Available for Annual Mortgage Repayment	$9,372	$7,006	$2,272
Mortgage Interest Rate[2]	5.45%	5.45%	5.45%
Mortgage Repayment Period (years)[2]	30	30	30
Loan Fee[2]	1.25%	1.25%	1.25%
Total Supportable Mortgage Proceeds	**$135,257**	**$101,101**	**$32,789**

1 Based on $66 per month utility total for a two bedroom unit as derived from the Schedule of Allowances for Tenant-Purchased Utilities and Other Services for Santa Clara County, October 1 '05.

1 Mortgage debt coverage ratio, interest rate, term, and loan fees based on California Housing Finance Agency requirements as of December, 2005.

Sources: Non-profit housing developers; BRIDGE Housing Corporation; CalHFA; Economic & Planning Systems, Inc.

APPENDIX 3, TABLE 2: FINANCING GAP ANALYSIS FOR 3-STORY APARTMENTS WITH SURFACE PARKING

Item	60% of MFI	50% of MFI	30% of MFI
Development Program			
Avg. Unit Size (Net Square Feet)	911	911	911
Efficiency Ratio	89.0%	89.0%	89.0%
Gross Unit Size	1,024	1,024	1,024
Parking Ratio	1.5	1.5	1.5
Unit Values			
MFI (2005 Est. by HUD for 3-person HH)	$95,500	$95,500	$95,500
MFI Category	60.0%	50.0%	30.0%
Income Limit	$57,300	$47,750	$28,650
Affordable Rent Limits/Year (30% of income limit)	$17,190	$14,325	$8,595
Less Utility Costs/Year	$792	$792	$792
Less Vacancy Losses/Year	5%	5%	5%
Less Operating Expenses/Year	$4,500	$4,500	$4,500
Less Capital Reserves ($/Unit/Year)	$300	$300	$300
Annual Net Operating Income	$10,778	$8,056	$2,613
Debt Coverage Ratio	1.15	1.15	1.15
Annual Mortgage Repayment	$9,372	$7,006	$2,272
Mortgage Interest Rate	5.45%	5.45%	5.45%
Mortgage Repayment Period (years)	30	30	30
Loan Fee	1.25%	1.25%	1.25%
Total Supportable Mortgage Proceeds	**$135,257**	**$101,101**	**$32,789**
Development Costs			
Direct Construction Costs/Gross Bldg SF	$148	$148	$148
Direct Construction Costs/Unit	$151,648	$151,648	$151,648
Direct Surface Parking Construction Costs/Space	$2,706	$2,706	$2,706
Direct Surface Parking Construction Costs/Unit	$4,059	$4,059	$4,059
Site Improvement Cost/Gross Bldg SF	$23	$23	$23
Direct Site Improvement Costs/Unit	$23,606	$23,606	$23,606
In-tract Cost/Gross Bldg SF	$6	$6	$6
In-tract Cost/Unit	$6,142	$6,142	$6,142
Indirect Costs as % of Direct Costs	45.0%	45.0%	45.0%
Indirect Costs per Unit with Surface Parking	$83,455	$83,455	$83,455
Total Costs per Unit with Surface Parking	**$268,909**	**$268,909**	**$268,909**
Financing Gap (Development Costs—Unit Value)	**$133,652**	**$167,808**	**$236,120**

Source: BRIDGE Housing Corporation; Affordable housing developers; Economic & Planning Systems, Inc.

APPENDIX 3, TABLE 3: FINANCING GAP ANALYSIS FOR 4-STORY APARTMENTS WITH PODIUM PARKING

Item	60% of MFI	50% of MFI	30% of MFI
Development Program			
Avg. Unit Size (Net Square Feet)	911	911	911
Efficiency Ratio	80.0%	80.0%	80.0%
Gross Unit Size	1,139	1,139	1,139
Parking Ratio	1.5	1.5	1.5
Unit Values			
MFI (2005 Est. by HUD for 3-person HH)	$95,500	$95,500	$95,500
MFI Category	60.0%	50.0%	30.0%
Income Limit	$57,300	$47,750	$28,650
Affordable Rent Limits/Year (30% of income limit)	$17,190	$14,325	$8,595
Less Utility Costs/Year	$792	$792	$792
Less Vacancy Losses/Year	5%	5%	5%
Less Operating Expenses/Year	$4,500	$4,500	$4,500
Less Capital Reserves ($/Unit/Year)	$300	$300	$300
Annual Net Operating Income	$10,778	$8,056	$2,613
Debt Coverage Ratio	1.15	1.15	1.15
Annual Mortgage Repayment	$9,372	$7,006	$2,272
Mortgage Interest Rate	5.45%	5.45%	5.45%
Mortgage Repayment Period (years)	30	30	30
Loan Fee	1.25%	1.25%	1.25%
Total Supportable Mortgage Proceeds	**$135,257**	**$101,101**	**$32,789**
Development Costs			
Direct Construction Costs/Gross Bldg SF	$148	$148	$148
Direct Construction Costs/Unit	$168,708	$168,708	$168,708
Direct Podium Parking Construction Costs/Space	$17,590	$17,590	$17,590
Direct Podium Parking Construction Costs/Unit	$26,385	$26,385	$26,385
Site Improvement Cost/Gross Bldg SF	$23	$23	$23
Direct Site Improvement Costs/Unit	$26,261	$26,261	$26,261
In-tract Cost/Gross Bldg SF	$6	$6	$6
In-tract Cost/Unit	$6,833	$6,833	$6,833
Indirect Costs as % of Direct Costs	45.0%	45.0%	45.0%
Indirect Costs per Unit with Surface Parking	$102,684	$102,684	$102,684
Total Costs per Unit with Podium Parking	**$330,871**	**$330,871**	**$330,871**
Financing Gap (Development Costs—Unit Value)	**$195,614**	**$229,770**	**$298,082**

Source: BRIDGE Housing Corporation; Affordable housing developers; Economic & Planning Systems, Inc.

APPENDIX 3, TABLE 4: VALUE OF LOW INCOME HOUSING TAX CREDITS

Tax Credit Calculation	9% Tax Credit		4% Tax Credit	
	Non Elevator	Elevator	Non Elevator	Elevator
Federal Tax Credit				
Eligible Basis Limit per Unit	$127,158	$134,143	$127,158	$134,143
Allowed Boosts to Basis:				
Structured Parking	0%	7%	0%	7%
Payment of Prevailing Wage	20%	20%	20%	20%
Day Care Center Included	0%	0%	0%	0%
Special Needs Population Served	0%	0%	0%	0%
Energy Efficient Technologies Used	0%	0%	0%	0%
Tax Exempt Bond Financing	0%	0%	80%	80%
Adjusted Eligible Basis	$152,590	$170,362	$254,316	$277,676
Tax Credit Rate	8.40%	8.40%	3.40%	3.40%
Annual Credit	$12,818	$14,310	$8,647	$9,441
10-year Value	$128,175	$143,104	$86,467	$94,410
Sale of 99.99% Interest	$128,162	$143,089	$86,459	$94,400
Sale Price	90%	90%	100%	100%
Value of Federal Tax Credit per Unit	**$115,346**	**$128,780**	**$86,459**	**$94,400**
Sales Tax Credit				
Adjusted Eligible Basis	$152,590	$170,362	n/a	n/a
Tax Credit %	30%	30%		
Total State Tax Credit	$45,777	$51,108		
Sale of 99.99% Interest	$45,772	$51,103		
Sale Price:	70%	70%		
Value of State Tax Credit Per Unit	$32,041	$35,772		
Combined Value of Federal and State Credit/Unit	**$147,387**	**$164,553**	**$86,459**	**$94,400**

1. Assumes 2-bedroom Unit.
2. Assumes basis boosts that are most likely.
3. Assumes 9% application competitive enough to win state credits as well.
4. Assumes San José continues to be in non-high cost areas as designated by HUD.

Sources: BRIDGE Housing Corporation, January 9, 2006; Economic & Planning Systems, Inc.

APPENDIX 3, TABLE 5: FINANCING GAP ANALYSIS INCLUDING ESTIMATED TAX CREDIT PROCEEDS

Item	60% of MFI	50% of MFI	30% of MFI
With 4% Tax Credit			
Three-Story Buildings with Surface Parking			
Total Development Costs per Unit with *Surface* Parking	$268,909	$268,909	$268,909
Less "4% Tax Credit" Value[1]	$86,459	$86,459	$86,459
Less Total Supportable Mortgage Proceeds	$135,257	$101,101	$32,789
Financing Gap (Unit Value—Development Costs)	**($47,193)**	**($81,349)**	**($149,661)**
Four-Story Buildings with Podium Parking			
Total Development Costs per Unit with *Podium* Parking	$330,871	$330,871	$330,871
Less "4% Tax Credit" Value[1]	$94,400	$94,400	$94,400
Less Total Supportable Mortgage Proceeds	$135,257	$101,101	$32,789
Financing Gap (Unit Value—Development Costs)	**($101,213)**	**($135,369)**	**($203,681)**
With 9% Tax Credit			
Three-Story Buildings with Surface Parking			
Total Development Costs per Unit with *Surface* Parking	$268,909	$268,909	$268,909
Less "9% Tax Credit" Value[1]	$147,387	$147,387	$147,387
Less Total Supportable Mortgage Proceeds	$135,257	$101,101	$32,789
Financing Gap (Unit Value—Development Costs)	**$0**	**($20,421)**	**($88,733)**
Four-Story Buildings with Podium Parking			
Total Development Costs per Unit with *Podium* Parking	$330,871	$330,871	$330,871
Less "9% Tax Credit" Value[1]	$164,553	$164,553	$164,553
Less Total Supportable Mortgage Proceeds	$135,257	$101,101	$32,789
Financing Gap (Unit Value—Development Costs)	**($31,061)**	**($65,217)**	**($133,529)**

[1] Tax Credit values have been estimated by BRIDGE Housing Corporation, as shown on Table 4.

Source: "Affordable Housing Finance" magazine's "Affordable Housing Handbook"; BRIDGE Housing Corporation; Economic & Planning Systems, Inc.

APPENDIX 4: SUSTAINABILITY AND GREEN BUILDING DESIGN MEASURES

The following green building design measures should be utilized to enhance sustainability within new development.

Site Design

New development should incorporate passive solar orientation to optimize solar access. New development should use water conservation measures wherever possible.

Building HVAC and Appliances

- Insulate all hot water pipes and install On-Demand Hot Water Circulation System
- Use engineered parallel piping
- Install High Efficiency Toilets (Toilets that use less than 1.3 gallons per flush (gpf)) called High-Efficiency Toilets (HETs). This category of fixture includes dual-flush toilets, 1.0-gpf pressure-assist toilets, and conventional gravity fed toilets.)
- Install ENERGY STAR® Appliances
- Install separate garage exhaust fans
- Design and install HVAC System to ACCA recommendations
- Install Sealed Combustion (Direct Vent) furnaces and water heaters
- Install ENERGY STAR® ceiling fans with CFLs
- Install Ventilation System for Nighttime Cooling
- Install air conditioning with Non-HCFC Refrigerants
- Install High Efficiency HVAC Filter
- Install Zoned, Hydronic Radiant Heating with Slab Edge Insulation
- Install tankless water heaters
- Install water heaters with Energy Factor >0.62
- Install High Efficiency Furnace (AFUE 90 % or higher)
- Install High Efficiency Air Conditioner (SEER >13) with a Thermostatic Expansion Valve (TXV)

Building Architecture & Materials

- Design and build Energy STAR®'s High Performance Homes
- Meet ENERGY STAR®'s Indoor Air Quality Package Requirements
- Install Solar Water Heating System
- Install Photovoltaic (PV) Panels where possible
- Reduce solar heat gain through exterior surfaces by using light exterior colors or paints with reflective pigments
- Incorporate a minimum 30% Flyash in concrete in foundations and parking garages
- Apply Optimal Value Engineering (Advanced Framing)
- Use Engineered Lumber
- Use FSC-Certified Wood for framing
- Use Oriented Strand Board (OSB) for subfloor and sheathing
- Reduce pollution entering the building from the garages—Tightly seal the air barrier between garage and habitable areas
- Use recycled-content decking (avoid virgin plastic) Install recycled-content insulation
- Install Insulation that is low emitting for formaldehyde and volatile organic compounds (Certified Section 01350)
- Use Low-VOC or Zero-VOC Paint
- Use Low-VOC, water-based wood finishes
- Use Low-VOC Adhesives and Caulks
- Provide permanent walk-off mats at building entrances
- Use rapidly renewable trim materials
- Use recycled-content materials
- Reduce Formaldehyde in Interior Finishes
- Use rapidly renewable flooring materials
- Use recycled-content ceramic tiles
- Use flooring that is low-emitting (Section 01350 or Green Label Plus)
- All new buildings should incorporate sustainable building design and meet LEED certification criteria to the maximum extent feasible.
- Every structure should incorporate multiple sustainability aspects in roof design, including "green roofs" and rooftop patios as appropriate. Solar hot-water heating, photovoltaic and "cool roof" design shall be incorporated if necessary by modifying building design and orientation. Every building should include adequate storage for waste and recycling.

Construction Measures

- Protect ducts during construction and clean all ducts before occupancy

APPENDIX 5: GLOSSARY OF TERMS

Ac-ft/yr: Acre-feet per year

ACE: Altamont Commuter Express

ARWT: Advanced Recycled Water Treatment

BART: Bay Area Rapid Transit.

Bio-Swale: Landscaped area used to filter stormwater.

BMPs: Post-Construction Best Management Practices. BMPs are defined as methods, activities, maintenance procedures, or other management practices for reducing the amount of pollution entering a water body.

C-3 Permit: The City of San José's development review process to control the flow of stormwater and stormwater pollutants from new and redeveloped sites.

CDFA: California Department of Food and Agriculture.

CCOF: California Certified Organic Farmers.

Central Commons: A linear park ranging in width from 100 feet to 300 feet and including school sites with shared ballfields, connecting Coyote Creek Corridor to realigned Fisher Creek Corridor.

CEQA: The California Environmental Quality Act. In general, CEQA requires that all private and public projects be reviewed prior to approval for their potential adverse effects upon the environment.

City Council: The City of San José's legislative body. The City Council is comprised of the Mayor, who is elected by the community at-large, and ten councilmembers who are elected by districts. They are responsible for enacting ordinances, imposing taxes, making appropriations, establishing policy, and hiring some city officials. The Council adopts the local general plan, zoning, and subdivision ordinance.

COP: California Organic Program, Sacramento

Core, The: The town center of the Coyote Valley Plan.

CVP: Coyote Valley Plan.

DOT: City of San José Department of Transportation.

DU/AC: Dwelling units per acre.

EIR: Environmental Impact Report. A detailed review of a proposed project, its potential adverse impacts upon the environment, measures that may avoid or reduce those impacts, and alternatives to the project.

ELI: Extremely Low-Income. Households earning less than 30% of the area median income.

F.A.R.: Floor area ratio. A ratio of floor area of a structure to the area of a lot.

FEMA: Federal Emergency Management Agency.

General Plan: The City of San José's long term plan for development. A statement of policies, including text and diagrams setting forth objectives, principles, standards and plan proposals, for the future physical development of the city.

Greenbelt: South Coyote Valley area planned as a non-urban buffer between the City of San José and the City of Morgan Hill.

Hamlet, The: The historic village in Coyote Valley.

HOV: High Occupancy Vehicles (e.g. express shuttles, carpools, etc.).

HMP: Hydromodification Management Plan. Delineates areas where increases in post-project runoff may result in increased potential for erosion or other adverse impacts and proposes methods of managing such situations to maintain the pre-project discharge rates and/or durations after development.

HUD: Housing and Urban Development.

ID: Industry-Driving. Jobs that help promote new industry in San José. (Includes all jobs except government, quasi-public and retail jobs.)

JPB: Peninsula Corridor Joint Powers Board.

LAFCO: Santa Clara County Local Agency Formation Commission. A State mandated local agency set up to oversee the boundaries of cities and special districts.

Lake: The proposed 52-acre lake at the core of Coyote Valley.

LEED: Leadership in Energy and Environmental Design.

LI: Low-Income. Households earning less than 80% of the area median income.

LRT: Light Rail Transit.

MEC: Metcalf Energy Center.

Median: The landscaped area between vehicular travel lanes.

Mgd: million gallons per day.

MHUSD: Morgan Hill Unified School District.

Mixed-Use: Lower floor commercial with office and/or residential above.

MOD: Moderate Income. Households earning between 81%-120% of the area median income.

Negative Declaration: A written statement by the City of San José briefly describing the reasons that a proposed project, not exempt from CEQA, will not have a significant effect on the environment and therefore does not require the preparation of an EIR.

NEPA: National Environmental Policy Act.

NFIP: National Flood Insurance Program.

Non-ID: Non-industry-driving jobs.

Non-Urban Buffer: An area without urban development.

NPDES: National Pollutant Discharge Elimination System.

PDO/PIO: Parkland Dedication/Park Impact Ordinance.

PG&E: Pacific Gas and Electric Company.

Plan: A plan addressing land use distribution, open space availability, infrastructure, and infrastructure financing for a portion of the community. Plans put the provisions of the general plan into action.

PRNS: The City of San José Department of Parks Recreation and Neighborhood Services Department.

Promenade, Lakeside: The pedestrian-oriented area surrounding the Coyote Valley lake.

Public Realm: The area devoted to public uses (e.g. parks, schools, libraries, etc.).

R&D: Research and Development.

RCB: Reinforced concrete box.

Recharge Ponds: Ponds that recharge the groundwater.

Riparian Corridor, Coyote Valley: The Coyote Creek and Fisher Creek Corridors in Coyote Valley.

RWQCB: California Regional Water Quality Control Board.

SCVURPPP: Santa Clara Valley Urban Runoff Pollution Prevention Program.

SCVWD: The Santa Clara Valley Water District. The primary water resources agency for Santa Clara County.

SFO: San Francisco International Airport.

Smart-Growth: Comprehensive planning to guide, design, develop, revitalize and build communities for all that have a unique sense of community and place, preserve and enhance valuable natural and cultural resources, equitably distribute the costs and benefits of development, expand the range of transportation, employment and housing choices in a fiscally responsible manner, value long-range, regional considerations of sustainability over short term incremental geographically isolated actions, and promotes public health and healthy communities.

SRO: Single Room Occupancy Residential Use.

Sustainability: The capacity to equitably meet the vital human needs of the present without compromising the ability of future generations to meet their own needs by preserving and protecting the area's ecosystems and natural resources (as defined by the American Planning Association).

Sustainable Design: Strives to strike a balance among the needs of people, nature, and the built environment. It is an approach that recognizes the long-term benefits of consuming fewer resources, saving energy, and conserving water, which will help to minimize impacts to the environment.

TAC Coyote Valley: Technical Advisory Committee advisory to the CVP Task Force.

Task Force: The 20-member Coyote Valley Plan Task Force, appointed by the San José City Council.

TCMs: Treatment Control Measures.

TDM: Transportation Demand Management. Measure to minimize use of single occupant vehicles and encourage pedestrian, bicycle and transit alternatives.

Transit-Oriented Development: Development that is organized around transit and that promotes the use of transit.

Tri-Valley: The Tri-Valley region of California is based around the San Francisco Bay Area cities of Pleasanton, Livermore, Dublin and San Ramon in the three valleys from which it takes its name: Amador Valley, Livermore Valley and San Ramon Valley.

UPRR: Union Pacific Railroad.

Urban Canal: Coyote Valley Urban Canal helps to aerate the lake and convey stormwater runoff.

Urban Reserve: Areas which may be appropriate for urban development and inclusion in the City of San José's Urban Service Area in the future when circumstances are appropriate. The Urban Reserve designation enables the City to plan and phase growth based on the need and ability to provide the necessary facilities and services to support additional residential growth.

USA: Urban Service Area. The area in the City where urban services are, or will be, available to serve urban development.

USDA: United States Department of Agriculture.

VTA: Santa Clara Valley Transportation Authority. An independent special district responsible for bus and light rail operations, congestion management, specific highway improvement projects, and countywide transportation planning.

VLI: Very Low-Income. Households earning less than 50% of the area median income.

WPCP: San José/Santa Clara Water Pollution Control Plant.

Zoning: Local codes regulating the use and development of property. The zoning ordinance divides the city or county into land use districts or "zones" represented on zoning maps, and specifies the allowable uses within each of those zones. It establishes development standards for each zone, such as minimum lot size, maximum height of structures, building setbacks, and yard size.

100-Year Flood Zone: Area that is subject to flooding once in 100 years on the average; equivalent to the one percent annual chance of flood (as determined by the US Federal Emergency Management Agency).

ACKNOWLEDGEMENTS The following people are gratefully acknowledged for their contribution to the development of the Coyote Valley Plan.

Mayor and City Council

Mayor Chuck Reed
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Greenbelt Alliance, Kyle Simpson, Michele Beasley, Jessica Fitchen
Guadalupe-Coyote Resource Conservation District, Nancy Bernardi
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Home Builders Association of Northern California, Beverly Bryant, Jennifer Rodriguez
JPB/Caltrain, Michele Difrancia, Marisa Espionsa
League of Women Voters A76, Brenda McHenry, Bobbie Fischler
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Office of Senator Abel Maldonado, Elizabeth Petrinovich
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Santa Clara Audubon Society, Bob Power, Craig Breon, Juliana Chow, Brenda Torres-Barreto
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Santa Clara County Assoc. of Realtors, Paul A Stewart II, Rebecca Van Dahlen, Shanna Boigon
Santa Clara County Dept. of Planning & Development, Michael Lopez, Bill Shoe, Ann Draper
Santa Clara County Farm Bureau, Jenny Derry, Kip Brundage
Santa Clara County Open Space Authority, Patrick Congdon
Santa Clara County Parks, Elish Ryan, Jane Mark, Mark Frederick, Lisa Killough
Santa Clara County Roads & Airports Dept., Dawn Cameron, Mike Griffis
Santa Clara Valley Transit Authority (VTA), Chris Augenstein, Mike Tasosa, Anne Jamison, Christina Schlesser, George Tacke, Jim Lightbody, Pamela Arora, Pamela Vasudeva, Steve Fisher
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Sobrato Development Corp., Tim Steele
The Nature Conservancy, Lloyd Wagstaff
The Silicon Valley Pollution Prevention Center, Patrick T. Ferraro
U.S. Army Corps of Engineers, Holly Costa, Mark Wingate, Phelicia Thompson
U.S. Fish & Wildlife Service, Cori Mustin, Laura Valoppi, Vicky Campbell, Eric Tattersall
Victory Outreach Church, Jerry Amaro
Working Partnerships, Sarah Muller

We apologize if any individuals have been inadvertently omitted.

Also, a special thank you

to the more than 1,600 people who have attended Task Force and community meetings, served on the sub-committees and focus groups, reviewed newsletters, provided input on line, and participated in the Specific Plan process in other ways.

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CAPITAL OF SILICON VALLEY